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COUNTRY Poland

SUBJECT State of the Port of Gdansk (Danzig)

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SUPPLEMENT

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1. The port of Gdansk and its installations, although badly damaged during the war, did not suffer to the same extent as the port of Gdynia. The pre-war depth of the access channel was 9 meters; at present the depth varies between 7 and 8 meters according to the basins.

2. Present Port Equipment.

At present Gdansk has three tugs and four pilots. These are insufficient for the traffic and there are from time to time delays in the entry or departure of ships.

3. State of the Quays and Cranes, etc.

- | | |
|--|--|
| a.. Free Port: | 3 electric cranes of 3 tons. This part of the port is separated from the remainder by an enclosure.. |
| b.. Basin (east side of the Port Canal, opposite the Free Port): | Small basin for lighters and tugs at the entrance to the port. No cranes. |
| c.. Kanał Portowy (Port Canal): | 2 electric cranes of 2.5 tons. A tankage installation lies along the quay. |
| d.. Dworzec Wiskany (Vistula Terminal): | 4 electric cranes of 7 tons. Tankage installation. Large freight depot. |
| e.. Gorniczy Wschodnie: | 1 electric crane of 3 tons.
1 electric crane of 5 tons.
6 electric cranes of 7 tons.
3 coal-loading machines, one of which is undergoing repairs.
This quay is well equipped for loading coal. |
| f.. Kanał Kaszubski (Kaszub Canal): | 3 electric cranes of 5 tons.. At the end of the Canal there is a site for loading and storing coal. |
| g.. Gorniczy Zachodnie: | 1 steam-driven crane of 2.5 tons.
2 electric cranes of 7 tons.
1 pontoon carrier of 15 tons. |

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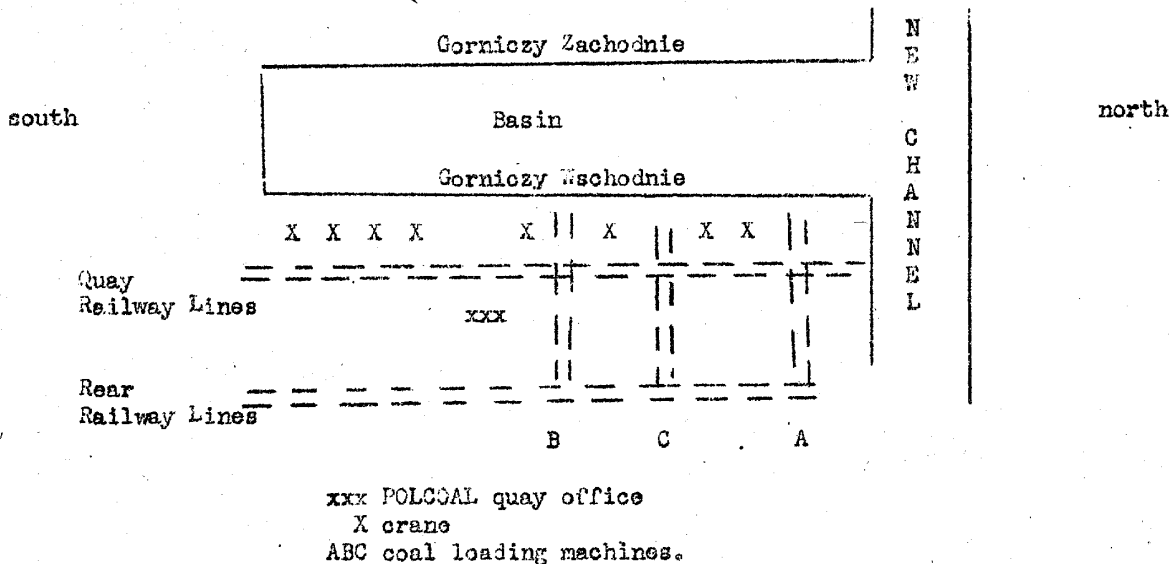
1 pontoon carrier of 10 tons undergoing repairs. This quay is also used for loading coal but principally for unloading ore.

h. Holm Island and Holm Basin: For internal navigation. Construction and repair yards.

Nearly all the quays are in good condition and the main repairs have been completed. Extensive damage was done to the warehouses, factories, depots, and workshops, and reconstruction of these is proceeding. One elevator with a capacity of about 5,000 tons is in use; all the remainder are unfit for use at the present time. There is a dense network of railroad tracks, and numerous sorting stations are spread along the quays. A very great effort is being made to render the port installations fit for use.

4. Gorniczy Zachodnie.

This quay is reserved for the loading of coal and is situated in the part of the port known as "Trojan". Following is a sketch map of the basin:



a. Loading Process.

Both the loading machines and the cranes can be used at the same time for loading, particularly in the case of a ship with four or five loading hatches. Loading machine B is suitable for large grade coal, nut coal, and coke, but cannot be used for small coal as the losses would be too great. Loading machine C is suitable for small coal since the buckets are equipped with a rubber covering.

Loading by means of the loading machines is carried out as follows: The coal arrives in freight cars on the tracks some 100 meters from the edge of the quay. Two cars are emptied at the same time and the contents collected in a large pit at which the loading machine is located. Coal is carried from the pit to the quay by buckets on a conveyor belt and emptied into the holds of the ship. In the case of larger grade coal the first tons emptied are somewhat crushed but the remainder is not affected. These loading machines have an output of some 1,500 tons per 8 hours per machine. For certain qualities of coal the output may reach 2,000 tons.

When cranes are used along the quay the freight cars are run out onto the tracks nearest the water. The capacity of a crane is approximately 400 tons per 8 hours.

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The loading capacity at Gdansk is from 8,000 to 9,000 tons per 24 hours. In general, loading is carried out day and night without interruption.

b. State of Material.

Maintenance of material is difficult. Repairs very frequently have to be carried out with any means at hand since spare parts are unobtainable. It should be noted that nearly all the equipment originated in German factories. A technical hitch may therefore immobilize one or another of the machines for a certain time and thus stop loading. A great effort is being made to maintain the equipment and repair the machines that are not yet in running order. It is expected that means of loading will progressively improve.

c. Coal Storage.

There are sites for storing coal at the Gorniczy Wschodnie Quay, but the possibilities are more limited than at Gdynia. Fairly large storage space exists at the end of the Kanal Kaszubski.

The Central Office of PolCoal is at Wrzeszcz, about 6 kilometers from the port. There is also a fairly large office on the quay opposite the Gorniczy Wschodnie Basin.

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